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Director and Chief Medical Officer

FRED LEAF
Chief Operating Officer

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
313 N. Figueroa, Los Angeles, CA 90012
(213) 240-8101

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December 2, 2004

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**VARIOUS ACTIONS FOR MARTIN LUTHER KING, JR./
CHARLES DREW MEDICAL CENTER OASIS CLINIC (C.P. 69211)**
(2nd District) 4 Votes

JOINT RECOMMENDATIONS WITH THE CHIEF ADMINISTRATIVE OFFICER THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration together with comments received during the public review process, and find that the project will not have a significant impact on the environment, find that the Mitigated Negative Declaration reflects the independent judgment of the County, and approve the Mitigated Negative Declaration.
2. Adopt the attached Mitigation Monitoring and Reporting Program as a condition of the project to mitigate or avoid significant effects on the environment.
3. Find that the project will have no adverse effect on wildlife resources, and authorize the Director of Health Services to file a Certificate of Fee Exemption for the project. Consider and adopt the mitigation reports with a finding that there is no adverse impact.
4. Increase the Martin Luther King, Jr./Charles Drew Medical Center (King/Drew) OASIS Clinic project budget and approve an appropriation adjustment in the amount of \$192,000, offset by surplus earnings from bond proceeds to complete funding of the project.
5. Approve the acquisition of property from the Community Development Commission and the Consolidated Fire Protection District and authorize the Chief Administrative Officer to execute and record all required documents accepting the conveyance of such property by the County.
6. Approve the project and authorize the Director of Health Services to implement the project.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS:

In approving the various recommended actions, the Board is authorizing the installation of a new modular clinic building for the Outpatient Alternative Services Intervention Systems (OASIS) Clinic at King/Drew and the acquisition of property on which to construct the building.

The OASIS Clinic is the primary provider of HIV/AIDS care in South Central Los Angeles County and presently has insufficient space to meet existing and projected patient care needs. The clinic has 1,700 patients currently enrolled in its programs and the program services are provided in a 3,580 square foot modular building. There is insufficient space for medical, psychiatric, social work, and community staffs to meet with patients. There also is a lack of adequate waiting room space. Additionally, there is no space for patients to eat meals delivered by eight local churches for OASIS Clinic patients.

Six legal parcels owned by the Community Development Commission (CDC) and the Consolidated Fire Protection District (Fire District) have been identified for acquisition purposes to satisfy the relocation site requirements for the OASIS Clinic. Four parcels are owned by the CDC and two are owned by the Fire District. Under a separate Board action, the CDC is recommending the conveyance of its four lots at a purchase cost of \$1.00 to the County to provide for the relocation of the OASIS Clinic.

The Fire District's two lots are surplus unimproved property that was originally acquired several years ago by the Fire District to accommodate construction of a fire station. A CAO staff appraiser completed a report to determine the fair market value of the land and established an opinion of value of \$85,000, the proposed purchase price of the subject property. Under a separate Board action, the CAO is recommending the execution of a sale and purchase agreement and quitclaim deed between the Fire District and the County as authorized by the Health and Safety Code, Section 13861.

The OASIS Clinic will relocate into the larger site on this property. The proposed project consists of installing a 6,000 square foot modular building on the new site. The new building will have 12 exam rooms and other operational service space to accommodate the delivery of this program's services to a growing patient base.

FISCAL IMPACT/FINANCING:

Capital Project Funding

The total cost of the OASIS project is \$1,262,000. To date, \$1,070,000 has been allocated to fund the OASIS project, consisting of \$470,000 from Second Supervisorial District Capital Project Funds, \$500,000 transferred in a prior fiscal year from the Office of AIDS Programs and Policy, and a \$100,000 grant from the City of Los Angeles. Of this amount, \$120,000 has already been spent in prior fiscal years, which leaves a balance of \$950,000 included in the FY 2004-05 capital project budget (C.P. 69211). The attached appropriation adjustment would provide the remaining \$192,000 from surplus earnings from bond proceeds allocated for use at King/Drew, to complete the funding necessary for the total OASIS project costs.

Attachment A is a project Schedule and Cost Summary. The project is expected to be completed by June 2005.

Operational Costs

Funding is included in the current DHS operating budget to maintain the services provided by the OASIS Clinic. Services, supplies, and relocation costs will be absorbed in the current operating budget, and existing staffing resources will be used to maintain clinical and support services.

Implementation of Strategic Plan Goals

These actions are consistent with the County's Strategic Plan Goal of Fiscal Responsibility (Goal 4) which directs that the County invest in public infrastructure. Expansion of the OASIS Clinic to serve the health needs of a growing HIV/AIDS population supports the County's overall goals.

Consistency with DHS System Redesign

These actions will support the Department's strategic goal to improve primary and specialty care services, which will reduce the need to rely on more costly emergency and inpatient services, and improve the quality of health care provided by DHS.

ENVIRONMENTAL DOCUMENTATION:

As required by the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration was prepared for the King/Drew OASIS Clinic and circulated for public review on August 21, 2002. Responses were received from the State of California Department of Transportation and County Department of Public Works. The proposed Mitigation Monitoring and Reporting Program was also prepared to ensure compliance with the environmental measures relative to noise, and transportation and circulation. Based on the Mitigated Negative Declaration and comments and responses received, it has been determined that the project will have no significant effect on the environment.

A fee must normally be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the County Clerk. However, the County is exempt from paying this fee when your Board finds that a project will have no adverse impact on wildlife resources. The Mitigated Negative Declaration indicates this project will not have any adverse impact on wildlife resources because the project is located on previously developed and urbanized land.

CONTRACTING PROCESS:

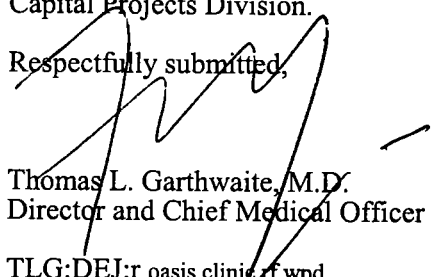
On August 1, 2001, the Internal Services Department (ISD) established a master vendor agreement (No. 41538) with Brandall Modular Corporation (Brandall) to design, fabricate, and install modular unit facilities. DHS has been working with Brandall to prepare the necessary construction documents, and has obtained a cost proposal to fabricate and install a modular clinic building, including related site work, design services, and sales taxes, in the amount of \$970,000. ISD has reviewed Brandall's cost proposal and concurs that the amount is appropriate for the work proposed.

IMPACT ON CURRENT SERVICES OR PROJECTS:

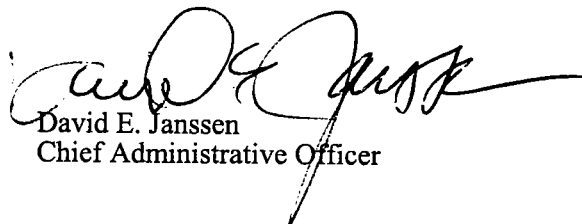
Approval of the recommended actions will improve patient care and meet the current space needs of the OASIS Clinic program. DHS does not anticipate any adverse impact during construction to the existing operations at King/Drew.

Upon approval by the Board of Supervisors, the Executive Officer, Board of Supervisors is requested to return adopted copies of this letter to the Department of Health Services and Chief Administrative Office, Capital Projects Division.

Respectfully submitted,


Thomas L. Garthwaite, M.D.
Director and Chief Medical Officer

TLG:DEJ:r oasis clinic rf.wpd


David E. Janssen
Chief Administrative Officer

Attachments (3)

c: Community Development Commission
Los Angeles County Fire District
Internal Services Department
County Counsel
Executive Officer, Board of Supervisors

ATTACHMENT A**SCHEDULE AND COST SUMMARY****King/Drew Medical Center
OASIS Clinic****I. Project Schedule**

Project Activity	Scheduled Completion Date	Revised Completion Date	Date Completed
Construction Document Submittal	07-13-04		07-13-04
Jurisdictional Approvals	12-31-04		
Construction Start	01-31-05		
Beneficial Occupancy	05-31-05		
Acceptance of Project	06-15-05		

II. Project Cost Summary

Cost Category	Project Budget [1]
Plan Review/Permit Fees/Appraisal	\$13,000
Construction [2]	\$970,000
Change Order Allowance	\$150,000
Telecommunications/Data Equipment	\$20,000
Environmental Document	\$24,000
Land	\$85,000
TOTAL	\$1,262,000

[1] Reflects \$192,000 increase to project budget resulting from this action

[2] Includes plans and specifications

COUNTY OF LOS ANGELES

REQUEST FOR APPROPRIATION ADJUSTMENT

DEPT'S NO. 060

DEPARTMENT OF Chief Administrative Office

200

AUDITOR-CONTROLLER.

THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. WILL YOU PLEASE REPORT AS TO ACCOUNTING AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF ADMINISTRATIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

ADJUSTMENT REQUESTED AND REASONS THEREFOR

SOURCES:

4-Vote Matter

Capital Projects/Refurbishments
M L King Jr/Drew Med Center (2)
OASIS Modular Building
Other Miscellaneous/CP
A01-CP-69211-9923
\$192,000 (Increase Revenue)

USES:

Capital Projects/Refurbishments
M L King Jr/Drew Med Center (2)
OASIS Modular Building
Buildings & Improvements
A01-CP-69211-6014
\$107,000 (Increase Appropriation)

Capital Projects/Refurbishments
M L King Jr./Drew Med Center (2)
OASIS Modular Building
Land
A01-CP-69211-6006
\$85,000 (Increase Appropriation)

Justification: This appropriation adjustment provides additional funding to remaining project cost requirements for the OASIS Modular Building project at Martin Luther King, Jr./Drew Medical Center (King/Drew) from surplus earnings from bond proceeds available for use at King/Drew.

Jan Takata
Jan Takata
Assistant Division Chief, CAO

CHIEF ADMINISTRATIVE OFFICER'S REPORT

REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER FOR--

ACTION



RECOMMENDATION

APPROVED AS REQUESTED

AS REVISED

Dec 2 20 04

John A. Edminster
CHIEF ADMINISTRATIVE OFFICER

APPROVED (AS REVISED):
BOARD OF SUPERVISORS

20

AUDITOR-CONTROLLER BY

BY

John T. Long

NO. 209

DEC 2 20 04

BY

DEPUTY COUNTY CLERK

**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
KING DREW MEDICAL CENTER OASIS PROJECT**

Prepared for:

**County of Los Angeles
Department of Health Services
1200 North State Street
General Hospital Room 1112
Los Angeles, CA 90033**

***Contact:* John Shubin
Health Facility Planning Services
(323) 226-7231**

Prepared by:



**P&D Consultants, Inc.
999 Town & Country Road, 4th Floor
Orange, CA 92868**

***Contact:* Anne Pietro
Project Manager
(714) 835-4447**

December 2004

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SECTION 1.0

PROJECT DESCRIPTION

1.1 INTRODUCTION

The County of Los Angeles proposes to construct a new one-story 6,000 square foot modular medical clinic located on the King Drew Medical Center campus. The project site is currently vacant and owned by the Los Angeles County Fire District and the Community Development Commission. The proposed project would relocate and expand the existing Outpatient Alternative Services Intervention System (OASIS) clinic on the King/Drew Medical Center campus to meet the projected patient care needs of persons with HIV/AIDS.

The Initial Study has been prepared to determine if any significant environmental effects would be introduced with implementation of the proposed project. This Initial Study was prepared pursuant to the requirements of Section 15063 of the California Environmental Quality Act (CEQA) Guidelines.

The County of Los Angeles distributed the Mitigated Negative Declaration/Initial Study (MND/IS) prepared for the King Drew Medical Center OASIS project for public review for a 30 day review period beginning August 21, 2002 and ending September 19, 2002. The MND/IS for the proposed project has not yet been adopted by the Los Angeles County Board of Supervisors. The project has undergone minor changes since the public review period in 2002. Access to the project site via Bandera Street has been eliminated and access to the project site would be provided only via Holmes Avenue. Parking to the immediate north of the proposed building has been eliminated. The parking lot on the west part of the site will consist of eight parking spaces for the proposed clinic, of which three would be for handicap parking. Additional parking will be available at an existing parking lot to the west of Holmes Avenue.

The MND/IS has been revised to reflect these project changes. Because the changes to the project are minor in nature and no comments regarding parking or circulation issues were received during the 30 day public review period, the MND/IS will not be recirculated for public review.

1.2 PROJECT LOCATION

The project site is comprised of approximately 0.35 acres located in unincorporated Los Angeles County in the Community of Willowbrook. The project site is bordered by the City of Los Angeles to the northwest and west, by the Communities of Watts to the north, Lynwood to the east and Compton to south. More specifically, the site is bordered by 118th Street to the north, Bandera Avenue to the east, 120th Street to the south and Holmes Avenue to the west. (See Figure 1).

Surrounding land uses in the immediate project area include a parking lot to the north, Los Angeles County Fire Department Station No. 41 to the east and a parking lot to the east of Bandera Avenue, the King/Drew Medical Center to the south and southwest, the Drew



Figure 1

REGIONAL LOCATION MAP



P&D Environmental

King Drew Medical Center OASIS project

University of Medicine and Science to the west and the King/Drew Medical Magnet High School further to the west.

1.3 PURPOSE AND NEED

The proposed project would relocate and expand the existing OASIS clinic located along Wilmington Avenue to the King Drew Medical campus to provide additional outpatient medical services to persons with HIV/AIDS. The OASIS clinic is the primary provider of HIV/AIDS care in South Central Los Angeles County. The clinic presently has insufficient space to meet the existing and projected needs of the community. Currently, the OASIS clinic serves approximately 1,100 patients through its programs per month. As the HIV/AIDS epidemic continues to increase, the need for quality care and adequate facilities would also increase.

1.4 SITE DESCRIPTION

The project site is located in a highly urbanized area of Los Angeles County in the Community of Willowbrook. The project site consists of approximately 0.35-acres of a previously disturbed vacant lot. Los Angeles County Fire District and the Community Development Commission currently own the site. The project site is a dirt lot containing sparse vegetation consisting of grass and weeds in generally poor condition.

1.5 PROPOSED PROJECT

The proposed OASIS clinic would consist of the transportation and installation of an approximately 6,000 square foot modular building to accommodate the expansion of the clinic. The new clinic would consist of 12 examination rooms, physician, administration and social service office space, pharmacy, laboratory, laundry and storage rooms, and waiting and lobby areas to support these functions. Eight parking spaces would be provided immediately to the west of the project structure to serve the proposed project; three spaces would be designated for handicapped parking. An additional 16 parking spaces would be provided in the existing surface parking lot located immediately to the west of the project site west of Holmes Avenue for a total of 24 parking spaces to serve the proposed project. Vehicular access to the clinic would be provided via Holmes Avenue from 118th Street. (See Figure 2).

The modular building will be transported to the proposed site and assembled on-site. Transportation to the site would occur during off peak traffic hours. Construction for the OASIS clinic would occur in two phases: site preparation and building construction and site finishing.

The clinic is expected to operate five days per week with hours on Monday-Wednesday-Friday from 8:00 a.m. to 4:30 p.m. and on Tuesday and Thursday from 8:00 a.m. to 8:30 p.m. There will be approximately 30 full-time staff members to care for approximately 20-60 patients per day.



1.5.1 SITE PREPARATION

Site preparation for the approximate 0.35-acre site the would include site clearing and excavation for the foundation, parking lot paving, landscaping, irrigation, as well as delivery and installation of the modular building. The modular building is a State of California HCD Title 25 approved structure c onforming to the Uniform B uilding C ode, N ational E lectric C ode and t he U niform Mechanical and Plumbing Codes.

1.5.2 BUILDING CONSTRUCTION AND SITE FINISHING

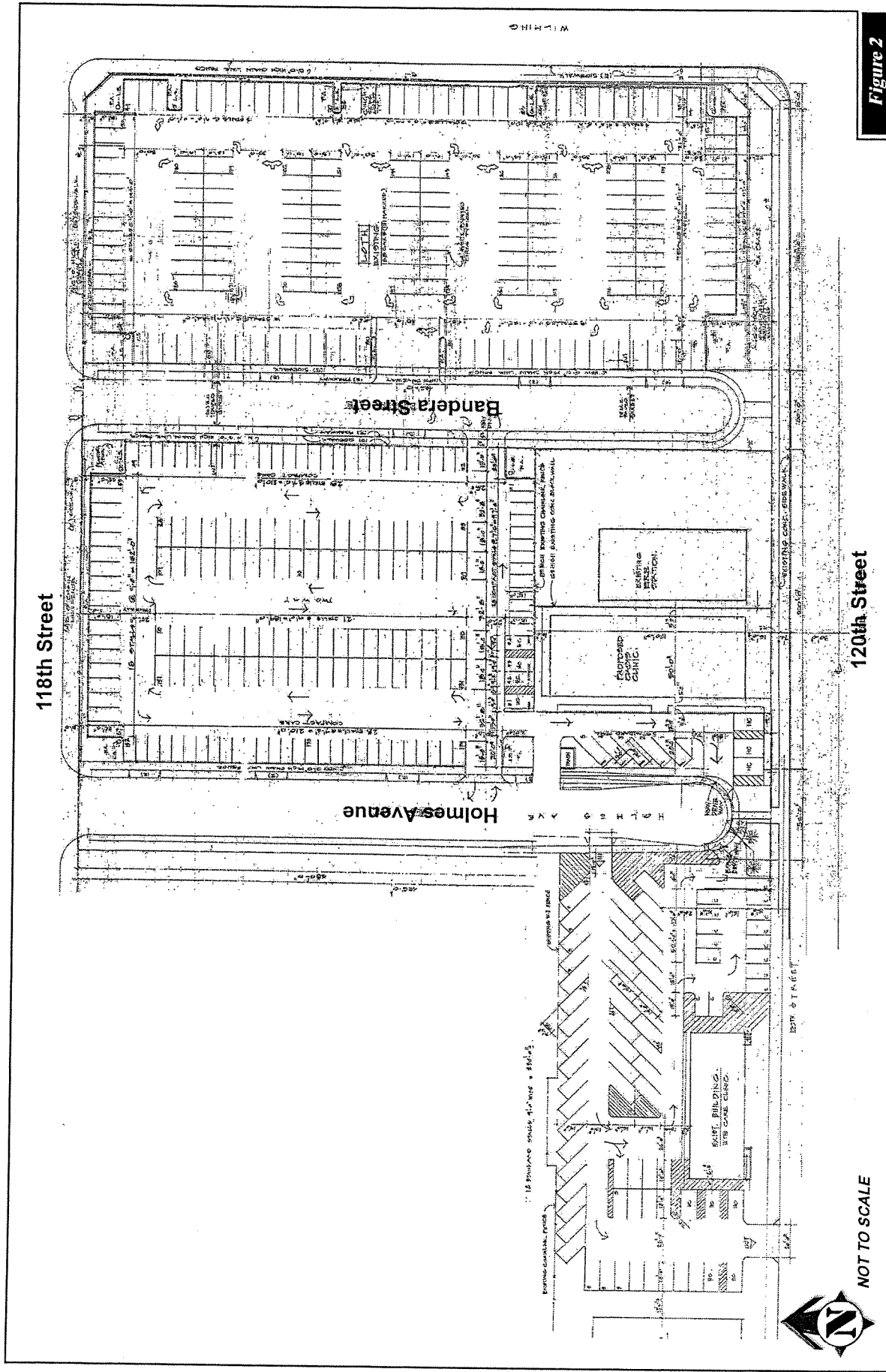
Activities w ould c onsis t of foundation c onstruction, u tility connections, and modular building installation. As shown on the proposed Floor Plan, Figure 3, the new clinic would consist of 12 examination rooms, physician, administration and social service office space, pharmacy, laboratory, laundry and storage rooms and waiting and lobby areas to support these functions. Eight parking spaces would be provided immediately to the west of the project structure to serve the proposed project; three spaces would be designated for handicapped parking. An additional 16 parking spaces would be provided in the existing surface parking lot located immediately to the west of the project site west of Holmes Avenue.

1.5.3 CONSTRUCTION SCHEDULE

Construction of the proposed clinic would occur in two phases. The first phase would include, site preparation followed by building construction and site finishing. The total construction period is expected to last approximately 24 weeks. Construction of the project would be consistent with Chapter 12.12.030 of the Los Angeles County Municipal Code which indicates that no construction or repair work shall be performed on Sunday or between the hours of 8:00 p.m. and 6:30 a.m. on any weekday. Construction activities would also not be conducted on major holidays.

1.6 SUMMARY OF FINDINGS

Based on the findings of the preliminary environmental analysis in Section 3 of this Initial Study, the proposed Oasis clinic has the potential for creating a significant adverse impact related to inadequate emergency access. However, this can be reduced to a less than significant impact with implementation of appropriate mitigation measures as described in the discussion of traffic impacts in Section 3. Construction and operational noise impacts were found to be less than significant with implementation of appropriate mitigation measures. The remainder of the analyzed environmental issues were found to have less than significant impacts, these include aesthetics, air quality, agriculture resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, mineral resources, population and housing, public services, recreation, and utilities and service systems. The impacts of the activities at the proposed OASIS clinic on the surrounding environment and adjacent uses at the proposed project site were determined not to result in significant levels of impact.



PROPOSED SITE PLAN

The following mitigation measures have been developed to ensure that any significant impacts resulting from the proposed OASIS clinic are mitigated to levels considered less than significant.

Noise

To ensure that noise from construction and on-site activities do not affect adjacent residents and students, the following measures are recommended:

Construction Noise

- All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- Stockpiling and vehicle staging areas shall be located away from the fire station to east of the project site to the maximum extent feasible.
- Approved haul routes should be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.

Operation Noise

- Mechanical equipment to be used in the new structure should be acoustically engineered, incorporating mufflers, enclosures, parapets, etc., so that noise generated by these operations would not exceed the noise standard at nearby noise sensitive receivers. Machinery such as HVAC systems should be located away from the adjacent fire station to the maximum extent feasible to minimize any noise intrusion to the fire station.

Transportation/Traffic – Inadequate Emergency Access

To ensure that adequate emergency access would be provided to the project site, the following mitigation measure is recommended:

- Install no stopping anytime prohibitions on one side of Holmes Avenue between the cul-de-sac and 118th Street.

With the incorporation and implementation of these recommended mitigation measures, the potential adverse impacts associated with the proposed OASIS clinic would be reduced to less than significant levels. In accordance with these findings, the Los Angeles County Board of Supervisors may adopt a Mitigated Negative Declaration for the proposed King Drew Medical Center OASIS Project. This would complete the environmental review process for the project.

SECTION 2.0

INITIAL STUDY CHECKLIST

The Environmental Checklist and discussion of potential environmental effects were completed in accordance with Section 15063(d)3 of the California Environmental Quality Act Guidelines, 1999, to determine if the proposed project may have any significant effect on the environment. A brief explanation is provided for all determinations. A "No Impact" or "Less Than Significant Impact" determination is made when the project will not have any impact or will not have a significant effect on the environment for that issue area, based on a project-specific analysis. No conclusion of "Potentially Significant Impact" was identified as a result of the proposed project. 19 conclusions of "Less than Significant Impact" determinations were identified. Two conclusions of "Less Than Significant With Mitigation Incorporation" were identified for this project; therefore, mitigation measures would be required.

CEQA ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY

1. Project Title: King Drew Medical Center OASIS Project
2. Lead Agency Name and Address: County of Los Angeles
Department of Health Services
1200 North State Street
General Hospital, Room 1112
Los Angeles, CA 90033
3. Contact Person and Phone Number: John Shubin, Architect
Health Facilities Planning Services
(323) 226-7231
4. Project Location: Located at the northeast corner of 120th Street and
Holmes Avenue, Willowbrook, CA
5. Project Sponsor's Name and Address: County of Los Angeles
Department of Health Services
1200 North State Street
General Hospital, Room 1112
Los Angeles, CA 90033
6. General Plan Designation: Major Commercial
7. Zoning: C-2 (Commercial)
8. Description of Project: The County of Los Angeles proposes to construct
the King/Drew Medical Center OASIS Project, a
6,000 square foot facility on a 0.35-acre lot (see
Section 1).
9. Surrounding Land Uses and Setting: The project site is located unincorporated Los
Angeles County in the Community of
Willowbrook. Surrounding land uses include a
parking lot to the north, Los Angeles County Fire
Department Station No. 41 to the east and a
parking lot to the east of Bandera Avenue, the
King/Drew Medical Center to the south and
southwest, the Drew University of Medicine and
Science to the west and the King/Drew Medical
Magnet High School further to the west.
10. Other agencies whose approval is required: Los Angeles County Fire Department

Environmental Factors Potentially Affected:

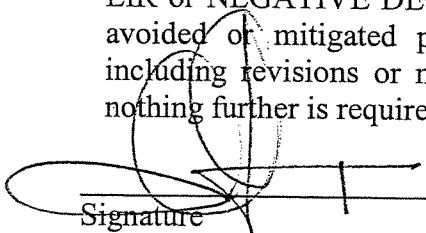
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following page.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology /Water Quality | <input type="checkbox"/> Land Use /Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population /Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation /Traffic |
| <input type="checkbox"/> Utilities /Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

JOHN SHUBIN, ARCHITECT
Printed Name

20 AUGUST 2002
Date
LAC DEPT. OF
HEALTH SERVICES.
For

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. Agriculture Resources. In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. Air Quality: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
IX. Land Use and Planning. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XI. Noise. Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII. Public Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. Recreation.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XV. Transportation/Traffic. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?		X		
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

Potential Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVII. Mandatory Findings of Significance.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
NOTE: Authority cited: Section 21083, Public Resources Code; Reference: Section 21001 and 21068, Public Resources Code.				

SECTION 3.0 DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Initial Study has been prepared for the proposed relocation and expansion of the OASIS clinic as described in Subsection 1.5. This evaluation of the proposed project provides an assessment of potential impacts from the development of the proposed project and is discussed in Subsections 3.1 through 3.17.

3.1 AESTHETICS

Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

No Impact. The proposed project is located in a highly developed, urban area and there are no designated scenic vistas or scenic highways within the immediate vicinity. No scenic views in the project area would be adversely affected. Therefore, no significant impacts to scenic vistas would occur and no mitigation measures would be required.

b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact. The project site is an approximate 0.35-acre previously disturbed vacant lot. The project site contains no buildings or paved surfaces. The site is void of any historic buildings or rock outcroppings. No adverse impacts to scenic resources would occur and no mitigation measures would be required.

c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

No Impact. The proposed project is located in a highly developed, urban area. The current project site is a previously disturbed, vacant lot. Although the proposed project would change the visual character of the site, it would not substantially degrade the existing quality of the surrounding area. No impact would occur and no mitigation measures would be required.

d) **Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact. The project site is located along 120th Street and within an urban setting, which is well illuminated. Surrounding land uses that generate light in the immediate project area include a parking lot to the north, Los Angeles County Fire Department Station No. 41 and a parking lot to the east, the King/Drew Medical Center to the south and southwest, the Drew University of Medicine and Science to the west and the King/Drew Medical Magnet High School further to the west. The proposed clinic is

expected to operate Monday-Wednesday-Friday 8:00 a.m. to 4:30 p.m. and Tuesday-Thursday from 8:00 a.m. to 8:30 p.m. The project site would be used primarily during daylight hours, so nighttime lighting would be used largely for security purposes as well as to light the entrance of the building and the parking area on the west part of the project site. Lighting, as part of the proposed project, will be directed downward and inward to the extent possible to limit lighting impacts on nearby uses, yet provide for adequate safety and security for the clinic. Lighting impacts would be less than significant and no mitigation measures would be required.

The proposed project would consist of a modular building which would consist of non-reflective building materials and would not be out of character with existing structures adjacent to the project site. Glare impacts would be less than significant and no mitigation measures would be required.

3.2 AGRICULTURE RESOURCES

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The site is located in a highly urbanized area and is not located in an area designated as farmland. There are no agricultural resources or operations located at the project site or in the immediate area. No impact would occur and no mitigation measures would be required.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The proposed project site is not located in an area zoned for agricultural uses nor would it conflict with a Williamson Act contract. No impact would occur and no mitigation measures would be required.

- c) **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

No Impact. The site is not designated as farmland and there are no agricultural resources or operations located at the project site or in the immediate area due to the highly urbanized nature of the area. The proposed project would not introduce any changes that would result in conversion of farmland. No impact would occur and no mitigation measures would be required.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The proposed project is anticipated to generate 217 vehicle trips per day and consume a relatively minimal amount of electricity and natural gas during the operation of the project. As will be further discussed, the project would also result in emissions which are below the SCAQMD emissions thresholds established for construction and operational phase activities. These construction and operational phase emissions thresholds assist in implementation of the Air Quality Management Plan's goal of bringing the air basin into compliance with State and federal ambient air quality standards. As such, based on the relatively small magnitude of air pollutant emissions associated with the project, the proposed project would not result in any conflict with, or obstruction of the objectives or implementation of the SCAQMD Air Quality Management Plan. No impact would occur and no mitigation measures would be required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The air quality impacts were evaluated using criteria in the South Coast Air Quality Management District's (SCAQMD) revised "CEQA Air Quality Handbook" (SCAQMD, 1993). The significance threshold criteria are shown on Table 1.

Table 1
SCAQMD Air Quality Impact Significance Thresholds

Project Phase	Air Contaminant (lbs/day)				
	CO	ROC	NO _x	SO _x	PM ₁₀
Construction	550	75	100	150	150
Operation	550	55	55	150	150

Source: SCAQMD, 1993

CO - Carbon Monoxide, ROC - Reactive Organic Compounds, NO_x - Nitrogen Oxides, SO_x - Sulfur Dioxide, PM₁₀ - Particulate Matter, lbs/day - pounds per day

This project consists of two phases (site preparation and building construction), that would occur independently of each other. Potential air quality impacts are evaluated based on emissions occurring on the worst-case day. The worst-case day would occur during building construction, hence a typical worst-case day during this phase was analyzed. Air contaminant emissions during the worst-case period would result from the use of construction equipment and construction worker vehicles. During the construction activities, approximately 12 construction workers would be traveling to and from the project site on a worst-case day.

Construction Impacts: The worst-case day would be when all construction equipment would operate on the same day. The project is not anticipated to require extensive grading operations. The air quality analysis assumes that two backhoes would be employed for trenching of the building footprints. Because the building would be modular in design, many components of the project structure would be prefabricated. Table 2 documents that the SCAQMD significance thresholds at the proposed project site would not be exceeded. Therefore, the construction impacts at this site would be less than significant and, because of their short duration, does not add to long-term air pollution problems. Appendix A, Table A-1 provides the calculations of the estimated construction emissions resulting from the anticipated equipment use, and manpower requirements. Appendix A, Table A-2 provides estimates of PM₁₀ emissions from dirt/debris pushing, truck filling and grading activities. Appendix A, Table A-3 provides estimates of road dust emissions from construction worker vehicles traveling to and from the project site. Table A-4 provides total emission estimates.

Table 2
Estimated Daily Air Contaminant Emissions
from Construction Activities

Construction Activity	Air Contaminant (lbs/day)				
	CO	ROC	NO _x	SO _x	PM ₁₀
Equipment	11	5	38	4	3
Dust Generation					2
Employee Commute	6	0	0	0	
Total	17	5	38	4	5
SCAQMD Threshold Levels	550	75	100	150	150

CO - Carbon Monoxide, ROC - Reactive Organic Compounds, NO_x - Nitrogen Oxides, SO_x - Sulfur Dioxide, PM₁₀ - Particulate Matter, lbs/day - pounds per day

Operation Impacts: The South Coast Air Quality Management District (SCAQMD) has also established screening thresholds which were used to evaluate potential impacts associated with operation of the proposed project. Operation of the proposed project would increase vehicle emissions generated by mobile sources as well as emissions generated by stationary sources through the use of natural gas and electricity. Mobile source emissions related to trips to the project site were computed using the URBEMIS2001 emissions inventory model originally developed by the California Air Resources Board. Mobile and stationary source emissions for the proposed project would result in increases of emissions for carbon monoxide (CO), reactive organic gases, sulfur oxides, nitrogen oxides, and particulates, as detailed in the Appendix. As indicated in Table 3, the increase in pollutants would be below SCAQMD thresholds for new developments. As such, the resulting stationary and mobile source emissions generated during operation of the proposed project would not have a significant impact on air quality and no mitigation measures would be required.

Table 3
OPERATIONAL EMISSIONS
(POUNDS PER DAY)

	CO	NO _x	PM ₁₀	ROG	SO _x
Mobile Sources	4.77	0.48	0.39	0.21	0
Stationary Sources (electricity and natural gas consumption) ^a	0.008	0.002	0.048	0	0
Total Proposed Project Emissions	4.78	0.48	0.44	0.21	-
SCAQMD Significance Threshold	550	55	55	150	150
Over (Under)	(545.2)	(54.5)	(54.6)	(149.8)	(150.0)

^aBased on electricity and natural gas consumption taken from the SCAQMD's CEQA Air Quality Handbook.

Source: P&D Environmental, July 2002.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors?)**

Less than Significant Impact. The regional emissions inventory calculated for the project and presented in Table 3 are less than the applicable SCAQMD thresholds, which are designed to assist the region in attaining the applicable State and national ambient air quality standards. These standards apply to both primary (criteria and precursor) and secondary pollutants (ozone). Therefore, the project emissions are not cumulatively considerable or cumulatively significant. No impact would occur and no mitigation measures would be required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact. As previously discussed, the operation and construction of the proposed uses would not result in exceedances of the SCAQMD construction or operational emissions thresholds and therefore would not result in any severe air pollution conditions. Consequently, implementation of the proposed project would not expose any nearby residents or students, faculty or visitors at the King Drew Medical Magnet High School, located to the west of the project site, to substantial air pollution concentrations. No significant impacts would occur and no mitigation measures would be required.

- e) **Create objectionable odors affecting a substantial number of people?**

No Impact. The proposed project would not create unusual or objectionable odor. Some odors may be associated with the operation of diesel engines during site preparation. However, these odors are typical of urbanized environments and would be subject to construction and air quality mitigation, including proper maintenance of machinery to minimize engine emissions. Therefore, the project would not create objectionable odor.

impacts that would affect a substantial number of people. No impact would occur and no mitigation measures would be required.

3.4 BIOLOGICAL RESOURCES

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. On-site vegetation is sparse consisting of grass and weeds in generally poor condition. No candidate, sensitive or special status species occupy the project site. Therefore, the proposed project would not result in any substantial adverse effects to federal or state listed or other sensitive designated species and therefore no mitigation measures would be required.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. No riparian habitat or other sensitive natural community is present on the site. Therefore, there is no potential for adverse effects on riparian habitat or other sensitive natural communities and no mitigation measures would be required.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. There are no legally defined wetlands on the site and construction activities would not occur on any federally protected wetlands. Therefore, potential effects on downstream environments would not be anticipated and no mitigation measures would be required.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. The project site is within a highly urbanized area, has been previously disturbed and does not provide habitat for any native resident or migratory fish or wildlife species. Project construction would not result in any permanent disruption to wildlife movement or migration. No impact would occur and no mitigation would be required.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. Because of the urban nature of the site, there are no biological resources of significant value on the project site. Implementation of the proposed project would not result in any conflicts with local policies or ordinances. No impact would occur and no mitigation measures would be required.

- f) **Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The proposed project location does not contain biological resources that are managed under any conservation plans. Therefore, the project would not result in any conflicts with conservation plans. No impact would occur and no mitigation measures would be required.

3.5 CULTURAL RESOURCES

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

No Impact. The project site is within a highly urbanized area and no historical resources exist on the project site or in the immediate project vicinity. Implementation of the proposed project would not significantly affect historical resources. No impact would occur and no mitigation measures would be required.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. No prehistoric or historic archaeological sites are known to exist within the project site or vicinity. The project site has already been subject to extensive disruption and any surficial archaeological resources, which may have existed at one time, have likely been previously disturbed. Although there is a possibility that archaeological resources exist at deep levels, the uncovering of such resources would be remote because project construction would require minimal grading and excavation at the site. Implementation of the proposed project would not significantly affect archaeological resources. No impact would occur and no mitigation measures would be required.

- c) **Directly or indirectly destroy a unique paleontological resources or site of unique geologic feature?**

No Impact. The project site is within a highly urbanized area and has been previously disturbed. Any surficial paleontological resources which may have existed at one time have likely been previously unearthed or disturbed. Although there is a possibility that paleontological resources exist at deep levels, the uncovering of such resources would be remote because project construction would require minimal grading and excavation at the site. Implementation of the proposed project is not anticipated to significantly affect paleontological resources. No impact would occur and no mitigation measures would be required.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

No Impact. The proposed project would not be expected to encounter any human remains as a result of grading activities. No impact would occur and no mitigation measures would be required.

3.6 GEOLOGY AND SOILS

Would the project:

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. The proposed project is not located within an Alquist-Priolo Special Studies or Earthquake Fault Zone (California, State of, 1979). No known active faults exist on the project site. In accordance with the Alquist-Priolo Studies Zone Act of 1972, these zones delineate areas along known active faults in California. Implementation of the proposed project is not anticipated to expose people or structures to fault rupture hazards during a seismic event. No significant impact would result and no mitigation measures would be required.

ii) **Strong seismic ground shaking?**

Less than Significant Impact. As is common to much of Southern California, the project site is located in a seismically active region and prone to earthquakes, which may result in hazardous conditions to people within the region. As discussed in Response No. 3.6 a).i). above, there are no active faults known to exist on or near the project site. Potential sources of on-site ground shaking hazards include the Newport-Inglewood Fault. Earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. Although implementation of the proposed project has the potential to result in

the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. In addition, the proposed clinic would be designed and constructed in compliance with earthquake-resistance standards required by the Division of the State Architect (DSA) and existing codes established by the County of Los Angeles Building and Safety Department, which would minimize the potential for damage or collapse of the structures. As a result, seismic ground shaking would not present a significant hazard and no mitigation measures would be required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The proposed project site is not located within an area designated on the County of Los Angeles General Plan Liquefaction map as a liquefaction area. Liquefaction hazards occur in areas where groundwater exists near the ground surface. Data provided on the Los Angeles County General Plan Shallow and Perched Ground Water map indicates that the depth to groundwater is greater than 50 feet in the vicinity of the project site. Typically, areas that are more susceptible to liquefaction are in areas where the groundwater table is 50 feet or less. Therefore, the potential for liquefaction hazard is low. In addition, development on the project site would comply with earthquake-resistance standards required by the Division of the State Architect (DSA) and existing codes established by the County of Los Angeles Building and Safety Department, which would minimize the potential for damage related to liquefaction. No significant adverse impact is anticipated to occur and no mitigation measures would be required.

iv) Landslides?

No Impact. The project site is highly developed and characterized by flat topography. Due to the flat topography, the project site and vicinity are not prone to landslides or mudflows. No impact would occur and no mitigation measures would be required.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. The project site is relatively flat and level, excavation required for the construction of the proposed project is expected to be minimal due to the lack of necessity to alter the land to accommodate the proposed modular buildings. In addition, the proposed construction is estimated to be of a short duration. The proposed project will result in minimal amount of soil erosion during construction activities; however, impact would be reduced by implementation of stringent erosion control measures imposed via grading and building permits. No impact would occur and no mitigation measures would be required.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. As identified on the County of Los Angeles General Plan Engineering Geologic Materials map, the general makeup of the geologic material for the project vicinity consists of Holocene stream channel, alluvial fan, flood plain, and dune deposits, fine to medium – coarse-grained material. Groundwater is estimated to be present beneath the project vicinity at depths in excess of 50 feet. As designated on the County of Los Angeles General Plan Liquefaction map and on the Groundwater map, the site is not located on a geological unit that is susceptible to liquefaction. Development on the project would comply with existing codes established by the County of Los Angeles Building and Safety Department. The project site is not on a geological unit or soil that is unstable because the project site is located on flat topography with a ground water table in excess of a depth of 50 feet, as well as lacking other features which may indicate that the proposed project site is located on unstable geology. No impact is anticipated and no mitigation measures would be required.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

No Impact. The proposed project would not be located on expansive soil. Thus, no impacts are expected. No impact would occur and no mitigation measures would be required.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact. The project site is served by sewers. No septic tanks or other alternative wastewater disposal systems would be required. No impact would occur and no mitigation measures would result.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

No Impact. The routine storage, transport and disposal of small quantities of medical waste would occur as part of the proposed project. Medical waste is generally defined as any solid waste that is generated in the diagnosis, treatment, or immunization of human beings or animals, in research pertaining thereto, or in disposal of medical waste, including, but not limited to, soiled or blood-soaked bandages, culture dishes and other glassware, discarded surgical gloves, discarded surgical instruments-scalpels, needles and cultures, and swabs used to inoculate cultures.

All medical waste would be properly stored, transported and disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections

117600-118360 that pertain to small quantity generators. Implementation of the proposed project would not result in a significant impact through the routine transport, use, or disposal of hazardous materials and no mitigation measures would be required.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less than Significant Impact. The project would involve the routine storage, transport and disposal of small quantities of medical waste that would be disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. Consequently, the potential for a significant release involving these materials is relatively low. No significant impacts would occur as a result of the proposed project and no mitigation measures would be required.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact. The King/Drew Medical Magnet High School is located within one-quarter mile of the project site. However, the medical waste generated by operation of the clinic is expected to be minimal. In addition, all medical waste would be properly stored, transported and disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. Therefore, impact associated with hazardous substances would be less than significant and no mitigation measures would be required.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. The project site is not included on a list of sites containing hazardous materials and would not result in a significant hazard to the public or environment. No impact would occur and no mitigation measures would be required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project is not located within an airport land use plan or within two miles of the closest airport. No impact would occur and no mitigation measures would be required.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project is not located within the vicinity of a private airstrip or within two miles of the closest airport. No impact would occur and no mitigation measures would be required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact. The project would not result in any interference with existing emergency response or emergency evacuation plans for local, state or federal agencies. All emergency procedures would be implemented within local, state and federal guidelines. Following mitigation measures described in the discussion on potential traffic impacts, the proposed project would conform to the County of Los Angeles access standards to allow adequate emergency access to the clinic in the event of an emergency. Therefore, there would be no significant impacts to emergency response or evacuation plans with implementation of the suggested traffic mitigation.

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The project site and vicinity are located within a highly urbanized area with minimal vegetation. In addition, the proposed modular building would be constructed in compliance with the existing codes established by the County of Los Angeles Building and Safety Department. No impact would occur and no mitigation measures would be required.

3.8 HYDROLOGY AND WATER QUALITY

Would the project:

- a) **Violate any water quality standards or waste discharge requirements?**

No Impact. The proposed project consists of construction of a foundation and parking lot and the installation of a 6,000 square foot modular building. Discharges during construction activities and operation of the clinic would be relatively insignificant from dust control practices typically used during construction. Although the proposed project has the potential to result in erosion of soils during construction activities, erosion and any resulting effects to surface water quality would be reduced by implementation of erosion control measures imposed via grading and building permit regulations. The proposed project is not expected to violate any water quality standards or waste discharge requirements and no mitigation measures would be required.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing**

nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The proposed project would use water from an existing supply main. No wells would be drilled or operated. The proposed project would not have the potential to directly change the rate or flow of groundwater because it would not interfere with any known aquifers. Therefore, no significant impacts to groundwater supplies or recharge would occur and no mitigation measures would be required.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

No Impact. The proposed project would not result in changes to existing drainage patterns of the site or direction of water movements due to the lack of change in topography with the proposed project. The proposed project site is also not in a stream or river course and hence would not result in any increase in erosion or siltation on or offsite. Therefore, no significant impacts would be expected to occur and no mitigation measures would be required.

- d) **Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

No Impact. The project site is not in the vicinity of any natural watercourses or bodies of water. Consequently, no changes in drainage pattern and course of surface runoff is expected. An increase in the rate and amount of surface runoff would occur due to the increase in impervious ground surface at the site; however, this increase is expected to be minimal due to the small scale of the project. Therefore, no significant impacts would occur and no mitigation measures would be required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. Storm water or runoff would be routed to self-containing drainage in compliance with the Regional Water Quality Control Board, Los Angeles Region (RWQCB) Standard Urban Stormwater Management Program (SUSMP) which could include pervious paving, unit pavers, vegetated filter strips, or gravel-covered strips within the parking lot for percolation. Implementation of the proposed project would not exceed the capacity of existing or planned facilities or contribute additional sources of polluted runoff to the drainage system. No significant impacts would occur and no mitigation measures would be required.

- f) **Otherwise substantially degrade water quality?**

No Impact. As discussed above, compliance with RWQCB standards would ensure that the proposed project would not result in any adverse effects that could substantially degrade water quality. No significant impact would occur and no mitigation measures would be required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) indicates that the project site is located within Flood Zone C. Zone C includes areas which are located outside of the 100-year floodplains. Since the project site is not located within a flood hazard area and the major drainage channels that service the County are designed to accommodate a 50-year flood event, the relocation and expansion of the clinic would not significantly increase the exposure of people or structures to flood hazards. In addition, the proposed project would not result in the placement of housing within a 100-year flood hazard area. No significant impact would occur and no mitigation measures would be required.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. As stated in checklist response 3.8 g) above, the project site is not located within a designated flood hazard area. The relocation and expansion of the existing clinic would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows. No significant impact would occur and no mitigation measures would be required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As stated in checklist response 3.8 g) above, the project site is not located within a designated flood hazard area. The relocation and expansion of the existing clinic would not expose people or property to water-related hazards over current conditions. No significant impact would occur and no mitigation measures would be required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is not located near a large body of water that would be subject to seiches or tsunamis. In addition, since the project site is located within a highly urbanized area and characterized by flat topography, the project site and vicinity are not prone to mudflows. The proposed project would not result in any increased risk of inundation by mudflow. No significant impact would occur and no mitigation measures would be required.

3.9 LAND USE AND PLANNING

Would the project:

a) **Physically divide an established community?**

No Impact. The proposed project provides for the relocation and expansion of the existing clinic located in the King Drew Medical Center along Wilmington Avenue. The project site is currently a vacant lot. Implementation of the proposed project would not disrupt or divide the physical arrangement of the established community including land uses and circulation pattern within or adjacent to the project site. The project would be consistent with the hospital uses at the adjacent King Drew Medical Center. No impact would occur and no mitigation measures would be required.

b) **Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Less Than Significant Impact. The project site is zoned C-2 (Commercial) and is designated as Major Commercial in the Los Angeles General Plan. Though the project site is zoned C-2, medical clinics, including laboratories in conjunction therewith, are a permitted use in this zone (Zoning Code 22.28.130). Implementation of the proposed project would not result in a significant impact and no mitigation measures would be required.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

No Impact. The proposed project would not be located in an area that is subject to any habitat conservation plan or natural community conservation plan. No impact would occur and no mitigation measures would be required.

3.10 MINERAL RESOURCES

Would the project:

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

No Impact. No mineral resources are known to exist on or adjacent to the project site. The proposed project would not result in loss of availability of any mineral resource that would be of future value to the region. No impact would occur and no mitigation measures would be required.

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact. The project site does not contain any locally important mineral resources. No impact would occur and no mitigation measures would be required.

3.11 NOISE

Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Construction Noise

Less than Significant with Mitigation. The construction of the proposed project would require the use of construction equipment. Therefore, ambient noise levels may temporarily increase when the construction equipment is operating. However, the project structures would be modular in design and many of its components would be prefabricated which would involve less equipment and construction time to build. Noise sensitive uses in proximity to the proposed project site consist of a fire district building immediately adjacent to the site to the east and hospital facilities to the west of the site.

The project is located within the County of Los Angeles and is subject to the General Plan and noise ordinances incorporated therein. Chapter 12.12.030 of the Los Angeles County Municipal Code indicates that no construction or repair work shall be performed on Sunday or between the hours of 8:00 p.m. and 6:30 a.m. on any weekday.

Construction is expected to occur only during daytime hours allowed by the County's Noise Ordinance. To reduce noise impacts during construction activities, the following mitigation measures are incorporated:

- N-1 All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- N-2 Stockpiling and vehicle staging areas shall be located away from the County Fire Station to the maximum extent feasible.
- N-3 Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.

The County recognizes that noise produced by construction activities is a nuisance but that construction is also necessary for development. As such, the County has restricted construction activities to the least noise sensitive portions of the day. With incorporation of these mitigation measure, noise levels generated by the construction equipment would be temporary and intermittent and would terminate upon completion of the project. As such, less than significant noise impacts would result from project construction activities.

Operation Noise

Less than Significant with Mitigation. The noise level generated by the normal operation of the proposed clinic is not expected to result in a significant increase in the ambient noise level. Based on the traffic study, the proposed project is anticipated to generate 217 vehicle trips per day, this would lead to a less than significant increase in traffic noise as compared to the noise produced from the large volume of vehicle traffic in the project vicinity. As such, no significant increase in traffic noise would be anticipated from the normal operation of the health center. Heating-ventilation-air conditioning (HVAC) would also be a potential source of noise resulting from the operation of the project. The following mitigation would reduce the level of noise from HVAC systems to levels below significance. Therefore, noise from the operation of the proposed project would not be expected to exceed County noise standards and no significant noise impact is expected to occur.

- N-4 Mechanical equipment to be used in the new structure should be acoustically engineered, incorporating mufflers, enclosures, parapets, etc., so that noise generated by these operations would not exceed the noise standard at nearby noise sensitive receivers. Machinery such as HVAC systems should be located away from the adjacent fire station to the maximum extent feasible to minimize any noise intrusion to the fire station.

The one-story fire station located to the east of the project site is staffed on a 24-hour basis, so fire personnel live at the station. To reduce noise on the station, the clinic has been developed so that there will be no windows or doors on the east side of the clinic so no noise would come from the clinic that would disturb fire station staff. There is also a 6-foot high concrete block wall between the station and the project site which would remain in place, helping to screen noise from the proposed project.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less than Significant Impact. Construction activities associated with the proposed project is not anticipated to result in a significant exposure of persons to groundborne vibration or noise levels. No pile driving or heavy grading would be necessary for the development of the project site. The operation of the proposed project would not involve equipment that would generate significant levels of vibration. As such, the proposed project is not anticipated to result in a significant exposure of persons to excessive groundborne vibration or groundborne noise levels.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less than Significant Impact. The primary source of noise that would be generated by the project is related to vehicle trips traveling to and from the project site. Due to the small volume of traffic associated with the operation of the project, project related traffic

noise is not expected to result in any substantial permanent increase in ambient noise levels in the project vicinity. Consequently, implementation of the proposed project would not expose any nearby residents or students, faculty or visitors at the King Drew Medical Magnet High School, located to the west of the project site, to a substantial permanent increase in ambient noise levels. No significant impacts would occur and no mitigation measures would be required.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less than Significant Impact. The proposed project may result in audible short-term and intermittent increases in noise levels during the construction period. The County recognizes that noise produced from construction activities is necessary for development. In light of this, the County has restricted construction activities to the least noise sensitive portions of the day. Chapter 12.12.030 of the Los Angeles County Municipal Code indicates that no construction or repair work shall be performed on Sunday or between the hours of 8:00 p.m. and 6:30 a.m. on any weekday. With the implementation of the limited hours for which construction could occur, noise generated from construction activities is not considered to have a significant noise impact on any nearby residents or students, faculty or visitors at the King Drew Medical Magnet High School, located to the west of the project site. Following completion of construction, noise levels associated with these activities will cease.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The proposed project is not located within an airport land use plan nor located within two miles of an airport. No impact would occur and no mitigation measures would be required.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The proposed project is not located in the vicinity of any private airstrips. No impact would occur and no mitigation measures would be required.

3.12 POPULATION AND HOUSING

Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. No residential units are proposed as part of the proposed project. Approximately 30 full-time employees will staff the 6,000 square foot clinic. Employees

would be relocated from the existing clinic located in the King Drew Medical Center along Wilmington Avenue. It is anticipated that any additional employees would be drawn from the existing local and regional population. Employment generated as a result of the proposed project would be incremental compared to the local community. The proposed project would not contribute to any population changes. No impact would occur and no mitigation measures would be required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is a vacant lot used to park vehicles and therefore implementation of the proposed project would not displace any existing housing. No impact would occur and no mitigation measures would be required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no residential properties on the project site and none are planned as part of the proposed project. Implementation of the proposed project would not displace existing housing on or adjacent to the project site. No impact would occur and no mitigation measures would be required.

3.13 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

No Impact. Los Angeles County Fire Department, Battalion 13, Station 41, located at 1815 E. 120th Street, Los Angeles would serve the proposed project. This station is located just to the east of the project site. Implementation of the proposed project would relocate and expand the existing OASIS clinic resulting in 6,000 square feet of development at the project site. The increase in development would be insignificant and would not result in an increase in the demand for fire service. In addition, the proposed project would comply with applicable state and local codes and ordinances related to fire safety. No impact would occur and no mitigation measures would be required.

b) Police protection?

No Impact. The County of Los Angeles Sheriff's Department Century Station, located at 11703 Alameda Street in Lynwood would serve the proposed project. Implementation of the proposed project would relocate and expand the existing OASIS clinic resulting in 6,000 square feet of development at the project site. The increase in development would be insignificant and would not result in a significant increase in the demand for police

protection service. No impact would occur and no mitigation measures would be required.

c) **Schools?**

No Impact. The proposed project would not generate significant additional population; therefore, no impacts on school enrollment or school facilities would occur. No mitigation measures would be required.

d) **Parks?**

No Impact. Implementation of the proposed project would not affect any existing park facilities or increase the demand for recreational facilities due to the lack of population growth associated with the project. No impact would occur and no mitigation measures would be required.

e) **Other public facilities?**

No Impact. A bus station is located across the street from the project site on 120th Street. This bus stop would not be impacted by the project. It is estimated that 50 percent of the patients using the clinic arrive by bus and they would continue to be able to do so since the project would not impact the existing bus stop located across the street from the clinic. The proposed project is not expected to adversely affect any governmental services in the area or in County of Los Angeles as a whole and would serve to benefit the local community by expanding the medical clinic. No impact would occur and no mitigation measures would be required.

3.14 RECREATION

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. Demand for recreational facilities is primarily generated by permanent residents. There are no residential units on the project site and none are provided as part of the proposed project. Therefore, the proposed project would not result in an increase in the use of local or regional park or recreational facilities. No impact would occur and no mitigation measures would be required.

b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact. The proposed project would not include any new recreational facilities or expansion of existing recreation facilities. The project would have no effect on existing recreational opportunities. No impact would occur and no mitigation measures would be required.

3.15 TRANSPORTATION/TRAFFIC

Would the project:

- a) **Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less Than Significant Impact.

Existing Traffic and Roadway Conditions:

The project site would be accessed by vehicles via Holmes Avenue. Holmes Avenue is a north-south street which is accessed via 118th Street and ends, on its south end, in a cul-de-sac adjacent to the project site. Holmes Avenue has one travel lane in each direction. Parking is allowed on both sides of this street except for short-term 2-hour street sweeping prohibitions on Thursdays (west side) and Friday (east side). Assuming a traffic handling capacity of 1400 vehicles per hour per lane (the lane capacity for a typical 2-lane roadway per LA County Traffic Impact Analysis Guidelines (January 1997), the total capacity of Holmes Street is estimated to be 1,400 vehicles per hour.

Construction Traffic:

No road closures are anticipated during construction of the proposed clinic, as most of the construction would be conducted on-site. If necessary, the road closures would be temporary during the day and would be restricted to the off-peak hours. In such cases, traffic flow will be maintained in accordance with a traffic control plan approved by the County of Los Angeles Department of Public Works, Traffic and Lighting Division for the project.

The construction of the proposed clinic would occur in two phases: 1) site preparation, and 2) building construction and site finishing. According to the time and equipment schedule, the building construction and site finishing phase, has the longest duration and requires the most construction related vehicles. During this phase, up to 20 construction worker vehicles and the equipment would access the site during a typical construction day.

For a worst-case scenario, it is assumed that all the workers would travel during peak traffic hours in single occupant vehicles. This would result in 20 inbound vehicle trips during the morning peak hour and 20 outbound vehicle trips during the evening peak hour, for a total of 40 daily trips. Assuming 100 percent of the construction traffic would arrive at the site using 118th Street and Holmes Avenue; this translates into approximately 20 additional vehicles on 118th Street and Holmes Avenue during the peak hour of a construction day. The change in Volume-to-Capacity Ratio (V/C) with the addition of 20

vehicles on 118th Street is 0.007 (20/2,800). This change in V/C with the project traffic is considered insignificant per the Los Angeles County Traffic Impact Study Guidelines¹ (per the guidelines, a significant project impact occurs when the proposed project increases traffic demand by 4 percent of capacity). Less than significant traffic impacts also occur Holmes Avenue due to the minimal increase in traffic due to construction activities.

Traffic After Project Completion:

Site-generated traffic volumes were estimated using the *Trip Generation* manual's (Institute of Transportation Engineers, 6th Edition) trip generation rates recommended for Medical/Dental office building land-use. Table 4 shows the trip generation for a typical weekday, as well as for morning and evening peak hours. Based on Table 4, the evening peak hour would generate a maximum of 22 trips (6 inbound and 16 outbound trips).

Table 4
Trip Generation by OASIS Clinic

Size & Unit	Trip Generation Rate					Average Traffic Volume						
	Daily Total	AM Peak Hour		PM Peak Hour		Daily Total	AM Peak Hour			PM Peak Hour		
		Total	% I/O	Total	% I/O		IN	OUT	Total	IN	OUT	Total
6,000 GSF	36.13	2.43	80/20	3.66	27/73	217	12	3	15	6	16	22

GSF: gross square feet

I/O: in/out

Source: Institute of Transportation Engineers, Land Use Code 720, 6th Edition.

The PM peak hour trips generated by this project are only 2 trips greater than the peak hour construction traffic impacts discussed under construction impacts earlier. Based on the minimal increase in traffic due to the project, less than significant impacts would occur to the existing roadways due to project traffic.

- b) **Exceed, either individually or cumulatively, a level of service standard established by the Los Angeles County Congestion Management Agency for designated roads or highways?**

Less than Significant Impact. The proposed project would not result in any significant increase in the existing levels-of-service during or after the construction of the proposed project. The addition of 22 vehicles during the evening peak hour on the surrounding roadway system does not warrant any analysis of CMP locations (further analysis is triggered when there are at least 50 project related vehicles at a CMP monitoring intersection and 150 vehicles on a CMP monitoring freeway segment). No impact would occur and no mitigation measures would be required.

¹ Source: *Los Angeles County Traffic Impact Analysis Report Guidelines and Congestion Management Program for Los Angeles County* 1997

- c) **Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. No airports are located in the project vicinity. Due to the nature and size of the proposed project, it would not have the potential to affect air traffic. No impact would occur and no mitigation measures would be required.

- d) **Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. The proposed project would not introduce hazardous design features such as sharp curves or dangerous intersections or provide incompatible uses. Vehicular access to the project site would be provided via Holmes Avenue. Eight parking spaces would be provided immediately to the west of the project structure to serve the proposed project; three spaces would be designated for handicapped parking. An additional 16 parking spaces would be provided in the existing surface parking lot located immediately to the west of the project site west of Holmes Avenue. The relocation of the clinic will not alter the existing intersections. Implementation of the proposed project would not result in safety hazards from design features or incompatible uses. No impact would occur and no mitigation measures would be required.

- e) **Result in inadequate emergency access?**

Less than Significant Impact with Mitigation. Primary fire access to the site would be via Holmes Avenue, a narrow two-lane roadway with parking allowed on both sides. The ability of fire or emergency vehicles to respond to the site on this narrow section of Holmes Avenue is limited by heavy on-street parking. The following mitigation measure is recommended to improve access along Holmes Avenue:

T-1 Install no stopping anytime prohibitions on one side of Holmes Avenue between the cul-de-sac and 118th Avenue.

The loss of on-street parking on Holmes Avenue can be absorbed in the large parking lot north of the project site and east of Holmes Avenue, which has been observed to have many available spaces. Additional parking is also available in the King Drew Medical Center overflow parking lot east of Bandera Avenue located to the east of the project site. Implementation of the above mitigation measure would reduce impacts related to emergency access to a less than significant level.

- f) **Result in inadequate parking capacity?**

Less than Significant Impact. The required parking spaces for outpatient medical clinics in the County of Los Angeles is one space for every 250 square feet (Zoning Code 22.52.1120). The proposed project is a medical clinic of approximately 6,000 square feet that requires a total of 24 spaces. As part of the proposed project, 24 parking spaces, of which three are handicapped spaces, will be provided.

Eight parking spaces would be provided immediately to the west of the project structure to serve the proposed project; three spaces would be designated for handicapped parking. An additional 16 parking spaces would be provided in the existing surface parking lot located immediately to the west of the project site west of Holmes Avenue for a total of 24 parking spaces to serve the proposed project.

There are 75 parking spaces in the existing surface parking lot west of Holmes Avenue. The existing eye care clinic is an approximate 2,514 square foot single story structure. Based on the County of Los Angeles Zoning Code the Eye Care Clinic needs 10 parking spaces. There is sufficient existing parking for the eye care clinic as well as sufficient parking supply to accommodate the 16 parking spaces needed for the proposed project. Therefore, the proposed project would not result in inadequate parking capacity either on- or off-site and no mitigation measures would be required.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. No changes to the existing system are planned as a part of the proposed project. It would not result in the elimination of existing bus or bicycle facilities. Therefore, the proposed project would not result in any conflicts with policies, plans or programs that support alternative transportation and no mitigation measures would be required.

3.16 UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would connect to an existing sewer line. Implementation of the proposed project would result in an incremental increase over existing conditions at the site. However, the existing sewer system is expected to accommodate the incremental amount of additional flows generated by the project. No significant impacts would occur and no mitigation measures would be required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would result in a minimal increase in the need for water supply or wastewater treatment services. The clinic is expected to employ approximately 30 people and serve approximately 20 to 60 patients per day. Implementation of the proposed project would result in an insignificant increase in demand for water services. This insignificant increase would not adversely affect water supply or wastewater treatment services or facilities. No significant impacts to water

systems or wastewater systems would occur and no mitigation measures would be required.

- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

No Impact. The project site is an approximate 0.35-acre vacant lot and is relatively flat throughout. No changes in the drainage pattern and course of surface runoff would be introduced by the proposed project. However, an increase in rate and amount of surface runoff would occur due to the increase in impervious ground surface at the site with implementation of the proposed project. Runoff generated at the project site would be insignificant and would not affect the ability of the storm drain system to serve the project site. No significant impacts would occur and no mitigation measures would be required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact. Construction activity would not be expected to require a significant amount of water for dust control activities and this demand would not be expected to have a significant impact on the local or regional water supplies. Implementation of the proposed project would result in an insignificant increase in demand for water over the current usage of the clinic at its current site. This insignificant increase would not adversely affect water supplies or result in expansion of existing facilities. Implementation of the proposed project would also not result in a significant impact and no mitigation measures would be required due to small magnitude of water demand generated by the proposed project.

- e) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. The clinic is expected to employ approximately 30 people, and would serve patients from the local community. No increase in population would result from the proposed project. Any increase in sanitary sewage to the existing sewage system would be minimal. The existing system would have adequate capacity to serve the proposed project. No significant impacts would occur and no mitigation measures would be required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. The proposed project would not result in generation of significant amounts of solid waste. Construction activities would consist of foundation construction, utility connections, and assembly of a 6,000 square foot modular building.

Relatively minimal construction debris would be generated and it would be recycled or transported to the nearest landfill site for proper disposal. The amount of debris generated by the clinic would not be expected to significantly impact landfill capacities. The operation of the proposed project would not produce a substantial amount of solid waste due to the small magnitude of waste generation that would be associated with the project. The project would not result in the need for new solid waste facilities for the County of Los Angeles. No significant impacts to solid waste disposal facilities would occur and no mitigation measures would be required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste generated during construction and operation of the proposed project would comply with all federal, state and local statutes and regulations to reduce and recycle solid waste. All medical waste would be properly disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. No significant impacts to solid waste disposal facilities would occur and no mitigation measures would be required.

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No Impact. The project site has been developed and disturbed by past activities. Development of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. The proposed project would not result in significant impacts that cannot be mitigated to a level that is less than significant. The analysis in this Initial Study has determined that the project would not have any individually limited or cumulatively considerable impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. Construction and operation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. The project will result in a beneficial impact local on the community by expanding medical services to meet the patient care needs of persons with HIV/AIDS.

SECTION 4.0

RECOMMENDATION FOR A MITIGATED NEGATIVE DECLARATION OR ENVIRONMENTAL IMPACT REPORT

Based on the data and analyses contained in the Initial Study, two environmental effects that may occur as a result of implementation of the proposed project would be considered less than significant with mitigation incorporated into the project. These impacts include noise from construction and on-site activities and the potential for inadequate emergency vehicle access to the project site. These impacts and the associated mitigation measures are described in Subsections 3.11.a. and 3.15.e.

A Mitigation Monitoring and Reporting Program (MMRP) Appendix B, has been prepared for this project in accordance with Section 21081.6 of the Public Resources Code. The County of Los Angeles would be required to adopt the mitigation measures described in the MMRP as conditions of approval of the project. With implementation of the mitigation measures identified in the MMRP, the potentially significant impacts would be mitigated to a level of less than significant. Therefore, a Mitigated Negative Declaration is proposed.

SECTION 5.0 REFERENCES

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SECTION 6.0 LIST OF PREPARERS

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Kim Quinn, Environmental Planner

APPENDIX A

AIR EMISSIONS CALCULATIONS

Soil Disturbance (PM10 Emissions)
Emission rate (tons of PM10/acre-month)
Grading Duration (months)
Project area (acres)
Emissions (tons of PM10/month)
Emissions (lbs of PM10/day)

Employees
Number of Trips per vehicle
Trip Distance
Average Vehicle Ridership
Total Trips
Trip Length taken from Table

6
2.3
10.28
1
14

CO (gm/mile)	ROG (gm/mile)	Diurnal (gm/veh)	Resting (gm/veh)	Soak (gm/trip)	Nox (gm/mile)	PM10 (gm/mile)
18.08	0.66	0.58	0.31	0.82	0.92	0.01

Emission factor from the CARB emission factor model EMFAC7F

Max Day 1st Quarter

	Trips	CO	ROG	Diurnal	Resting	Soak	Nox	PM10
0	14	5.7	0.0	0.0	0.0	0.0	0.3	-
		5.5	0.1				0.3	-

Off-highway Trucks
Scraper
Crane
Backhoe
Tracked loader
Fork Lift-50 HP
Fork Lift - 175 HP
Tracked tractor
Wheeled loader
Roller
Motor grader
Wheeled dozer
Miscellaneous

0.1		Emission Factor (lbs/hour)		0.0	
CO	ROC	Nox	PM10	Sox	
1.8	0.19	4.17	0.26	0.45	
1.25	0.27	3.84	0.41	0.46	
1.746	0.582	4.462	0.291	0.388	
0.572	0.23	1.9	0.17	0.182	
0.201	0.095	0.83	0.059	0.076	
0.18	0.053	0.441	0.031	0	
0.52	0.17	1.54	0.093	0	
0.35	0.12	1.26	0.112	0.14	
0.572	0.23	1.9	0.17	0.182	
0.3	0.065	0.87	0.05	0.067	
0.151	0.039	0.713	0.061	0.086	
0.675	0.15	1.7	0.14	0.143	
0.675	0.150	1.700	0.140	0.143	

Vehicle	Hours/day	Emissions (lbs/day)				
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
2	10.0	11.4	4.6	38.0	3.4	3.6
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
0	10.0	-	-	-	-	-
		11.44	4.6	38	3.4	3.64

Significant?

CO	ROG	NOx	PM10	SOx
6	0	0	2	
11	5	38	3	4
17	5	38	5	4
550	75	100	150	150
(533)	(70)	(62)	(145)	(146)
NO	NO	NO	NO	NO

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CALTRANS DIVISION OF
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1

EMFAC7F1.1

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EMFAC7F1.1 RATES AS OF 1/25/94

TIME RATE ADJUSTMENT BAGS 1 & 3 Oasis Project - Worker Commutes

YEAR: 2003 DEWPOINT: 10 % COLD STARTS 100.0 % LDA 70.0 % LDT 30.0 % MDT 0.0
INSPECTION & MAINTENANCE: YES % HOT STARTS 0.0 % UBD 0.0 % HDG 0.0 % HDD 0.0
SEASON: WINTER % HOT STAB 0.0 % MCY 0.0

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS URBAN BUS			HEAVY DUTY TRUCKS			MCY ALL
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	
% VMT	0.59	99.27	0.14	0.05	99.81	0.14	0.16	99.84	100.00	15.89	84.11	100.00	100.00
% TRIP	0.59	99.27	0.14	0.05	99.81	0.14	0.16	99.84	100.00	15.89	84.11	100.00	100.00
% VEH	1.25	98.46	0.29	0.12	99.57	0.31	0.43	99.57	100.00	23.99	76.01	100.00	100.00

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INSPECTION & MAINTENANCE: YES % HOT STARTS 0.0 % UBD 0.0 % HDG 0.0 % HDD 0.0
SEASON: WINTER % HOT STAB 0.0 % MCY 0.0

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE

IN GRAMS PER MILE

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT											
	30	35	40	45	50	55	60	65	70	75	80	85
IDLE*	12.32	11.53	10.60	9.57	8.48	7.38	6.31	5.31	4.43	3.70	3.19	2.91
3	246.41	230.61	211.97	191.35	169.60	147.60	126.18	106.22	88.58	74.06	63.73	58.26
4	186.34	174.44	160.42	144.91	128.57	112.03	95.95	80.98	67.74	56.86	49.14	45.08
5	149.88	140.34	129.09	116.67	103.58	90.34	77.46	65.48	54.89	46.20	40.03	36.81
6	125.34	117.38	108.00	97.63	86.72	75.68	64.95	54.96	46.14	38.89	33.77	31.09
7	107.69	100.85	92.81	83.92	74.56	65.10	55.89	47.33	39.77	33.57	29.18	26.89
8	94.37	88.39	81.35	73.57	65.38	57.09	49.04	41.55	34.94	29.51	25.67	23.67
9	83.98	78.66	72.40	65.48	58.20	50.83	43.68	37.02	31.14	26.31	22.90	21.13
10	75.64	70.85	65.21	58.99	52.43	45.80	39.36	33.37	28.08	23.74	20.67	19.07
11	68.80	64.45	59.32	53.66	47.70	41.68	35.82	30.37	25.56	21.62	18.83	17.38
12	63.10	59.11	54.41	49.22	43.75	38.23	32.86	27.87	23.46	19.84	17.29	15.96
13	58.27	54.58	50.25	45.46	40.41	35.31	30.36	25.75	21.68	18.34	15.98	14.75
14	54.13	50.71	46.68	42.23	37.55	32.81	28.21	23.93	20.15	17.05	14.86	13.72
15	50.54	47.35	43.59	39.44	35.06	30.64	26.35	22.35	18.83	15.93	13.89	12.83
16	47.41	44.41	40.89	36.99	32.89	28.75	24.72	20.97	17.67	14.96	13.04	12.04
17	44.64	41.82	38.50	34.84	30.98	27.08	23.28	19.76	16.65	14.09	12.29	11.36
18	42.19	39.52	36.38	32.92	29.28	25.59	22.01	18.68	15.74	13.33	11.63	10.74
19	39.99	37.46	34.49	31.21	27.75	24.26	20.87	17.71	14.93	12.65	11.04	10.20
20	38.01	35.61	32.79	29.67	26.39	23.07	19.85	16.85	14.20	12.03	10.50	9.71
21	36.22	33.94	31.25	28.28	25.15	21.99	18.92	16.06	13.54	11.48	10.02	9.27
22	34.60	32.42	29.85	27.01	24.03	21.01	18.08	15.35	12.95	10.98	9.58	8.86
23	33.12	31.03	28.57	25.85	23.00	20.11	17.31	14.70	12.40	10.52	9.19	8.50
24	31.76	29.75	27.40	24.80	22.06	19.29	16.61	14.11	11.90	10.10	8.82	8.16
25	30.51	28.58	26.32	23.82	21.19	18.54	15.96	13.56	11.44	9.71	8.49	7.85
26	29.73	27.86	25.65	23.21	20.64	18.05	15.53	13.19	11.12	9.43	8.23	7.61
27	28.28	26.50	24.40	22.09	19.65	17.19	14.81	12.58	10.62	9.02	7.89	7.30
28	27.29	25.57	23.55	21.31	18.97	16.59	14.29	12.15	10.26	8.71	7.62	7.06
29	26.36	24.70	22.75	20.59	18.33	16.04	13.81	11.74	9.92	8.43	7.37	6.83
30	25.50	23.89	22.00	19.92	17.73	15.51	13.36	11.36	9.60	8.16	7.14	6.61
31	24.69	23.13	21.31	19.29	17.17	15.03	12.94	11.01	9.30	7.91	6.92	6.41
32	23.93	22.42	20.65	18.70	16.64	14.57	12.55	10.68	9.02	7.67	6.72	6.23
33	23.22	21.76	20.04	18.14	16.15	14.14	12.18	10.37	8.76	7.45	6.53	6.05
34	22.55	21.13	19.46	17.62	15.69	13.73	11.84	10.07	8.52	7.24	6.35	5.88
35	21.91	20.54	18.92	17.13	15.25	13.35	11.51	9.80	8.29	7.05	6.18	5.73
36	21.32	19.98	18.40	16.67	14.84	12.99	11.20	9.54	8.07	6.87	6.02	5.58
37	20.76	19.45	17.92	16.23	14.45	12.66	10.91	9.29	7.86	6.69	5.87	5.44
38	20.22	18.95	17.46	15.82	14.08	12.34	10.64	9.06	7.67	6.53	5.73	5.32
39	19.72	18.48	17.03	15.43	13.74	12.03	10.38	8.84	7.49	6.38	5.60	5.19
40	19.25	18.04	16.62	15.06	13.41	11.75	10.14	8.64	7.32	6.24	5.47	5.08

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EMFAC7F1.1 RATES AS OF 1/25/94

TIME RATE ADJUSTMENT BAGS 1 & 3

Oasis Project - Worker Commutes

YEAR: 2003	DEWPOINT: 10	% COLD STARTS	100.0	% LDA	70.0	% LDT	30.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	0.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB	0.0			% MCY	0.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: TOTAL ORGANIC GASES IN GRAMS PER MILE
(EXHAUST PLUS RUNNING EVAP.)

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT											
	30	35	40	45	50	55	60	65	70	75	80	85
IDLE*	1.21	1.11	1.01	0.93	0.85	0.78	0.72	0.69	0.67	0.68	0.71	0.70
3	24.26	22.22	20.28	18.50	16.91	15.56	14.49	13.76	13.43	13.56	14.27	14.01
4	18.32	16.80	15.36	14.04	12.86	11.86	11.09	10.57	10.35	10.49	11.07	10.88
5	14.68	13.46	12.31	11.25	10.30	9.51	8.88	8.46	8.29	8.39	8.85	8.69
6	12.22	11.20	10.23	9.34	8.55	7.87	7.34	6.97	6.80	6.87	7.22	7.09
7	10.44	9.56	8.73	7.95	7.26	6.67	6.20	5.86	5.70	5.72	5.99	5.88
8	9.11	8.33	7.59	6.91	6.29	5.76	5.33	5.02	4.85	4.84	5.04	4.94
9	8.07	7.37	6.71	6.09	5.53	5.05	4.65	4.36	4.18	4.15	4.30	4.21
10	7.23	6.60	6.00	5.44	4.93	4.48	4.11	3.83	3.66	3.60	3.71	3.63
11	6.56	5.98	5.42	4.91	4.43	4.02	3.67	3.40	3.23	3.16	3.23	3.16
12	5.99	5.46	4.95	4.47	4.03	3.64	3.31	3.05	2.88	2.80	2.85	2.78
13	5.52	5.02	4.55	4.10	3.69	3.32	3.01	2.77	2.59	2.51	2.53	2.47
14	5.12	4.65	4.21	3.79	3.40	3.06	2.76	2.52	2.35	2.26	2.27	2.22
15	4.77	4.33	3.92	3.52	3.16	2.83	2.55	2.32	2.15	2.06	2.05	2.00
16	4.47	4.06	3.66	3.29	2.94	2.63	2.37	2.15	1.98	1.89	1.87	1.82
17	4.20	3.81	3.44	3.09	2.76	2.46	2.21	2.00	1.84	1.74	1.72	1.67
18	3.97	3.60	3.25	2.91	2.60	2.32	2.07	1.87	1.71	1.61	1.59	1.55
19	3.76	3.41	3.07	2.75	2.46	2.19	1.95	1.75	1.60	1.51	1.48	1.44
20	3.57	3.24	2.92	2.61	2.33	2.07	1.84	1.66	1.51	1.41	1.38	1.34
21	3.41	3.09	2.78	2.49	2.22	1.97	1.75	1.57	1.43	1.33	1.29	1.26
22	3.25	2.95	2.66	2.38	2.11	1.88	1.67	1.49	1.35	1.26	1.22	1.19
23	3.12	2.82	2.54	2.27	2.02	1.79	1.59	1.42	1.29	1.19	1.16	1.12
24	2.99	2.71	2.44	2.18	1.94	1.72	1.52	1.36	1.23	1.14	1.10	1.07
25	2.87	2.60	2.34	2.09	1.86	1.65	1.46	1.30	1.17	1.09	1.05	1.02
26	2.80	2.54	2.28	2.04	1.81	1.60	1.42	1.26	1.13	1.05	1.00	0.98
27	2.67	2.42	2.17	1.94	1.73	1.53	1.35	1.20	1.08	1.00	0.96	0.93
28	2.57	2.33	2.10	1.87	1.66	1.47	1.30	1.16	1.04	0.96	0.92	0.90
29	2.49	2.25	2.03	1.81	1.61	1.42	1.26	1.12	1.00	0.92	0.89	0.86
30	2.41	2.18	1.96	1.75	1.56	1.38	1.22	1.08	0.97	0.89	0.85	0.83
31	2.33	2.11	1.90	1.70	1.51	1.33	1.18	1.04	0.94	0.86	0.82	0.80
32	2.26	2.05	1.84	1.64	1.46	1.29	1.14	1.01	0.91	0.83	0.80	0.77
33	2.19	1.99	1.79	1.60	1.42	1.25	1.11	0.98	0.88	0.81	0.77	0.75
34	2.13	1.93	1.73	1.55	1.37	1.21	1.07	0.95	0.85	0.78	0.75	0.73
35	2.07	1.87	1.68	1.50	1.34	1.18	1.04	0.92	0.83	0.76	0.72	0.70
36	2.01	1.82	1.64	1.46	1.30	1.15	1.01	0.90	0.80	0.74	0.70	0.68
37	1.95	1.77	1.59	1.42	1.26	1.12	0.98	0.87	0.78	0.72	0.68	0.66
38	1.90	1.72	1.55	1.38	1.23	1.09	0.96	0.85	0.76	0.70	0.66	0.65
39	1.85	1.68	1.51	1.35	1.20	1.06	0.93	0.83	0.74	0.68	0.65	0.63
40	1.81	1.64	1.47	1.31	1.17	1.03	0.91	0.81	0.72	0.66	0.63	0.61

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CALTRANS DIVISION OF
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1
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EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 Oasis Project - Worker Commutes

YEAR: 2003	DEWPOINT: 10	% COLD STARTS	100.0	% LDA	70.0	% LDT	30.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	0.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB	0.0			% MCY	0.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: REACTIVE ORGANIC GASES IN GRAMS PER MILE
(EXHAUST PLUS RUNNING EVAP.)

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT											
	30	35	40	45	50	55	60	65	70	75	80	85
IDLE*	1.05	0.97	0.88	0.81	0.74	0.69	0.65	0.62	0.61	0.63	0.67	0.66
3	21.04	19.31	17.69	16.21	14.90	13.81	12.98	12.45	12.29	12.55	13.35	13.13
4	15.90	14.61	13.41	12.30	11.34	10.54	9.94	9.58	9.49	9.73	10.37	10.21
5	12.74	11.71	10.74	9.86	9.09	8.45	7.96	7.67	7.60	7.78	8.29	8.16
6	10.60	9.74	8.93	8.18	7.53	6.99	6.57	6.31	6.23	6.36	6.75	6.64
7	9.06	8.31	7.61	6.96	6.39	5.91	5.54	5.30	5.21	5.29	5.59	5.50
8	7.89	7.24	6.61	6.04	5.53	5.10	4.76	4.52	4.42	4.46	4.69	4.61
9	6.99	6.40	5.84	5.32	4.86	4.46	4.14	3.92	3.80	3.81	3.99	3.91
10	6.27	5.73	5.22	4.75	4.32	3.95	3.65	3.43	3.31	3.30	3.43	3.36
11	5.68	5.18	4.71	4.28	3.88	3.54	3.25	3.04	2.92	2.89	2.98	2.92
12	5.19	4.73	4.30	3.89	3.52	3.20	2.93	2.72	2.59	2.55	2.62	2.56
13	4.77	4.35	3.95	3.57	3.22	2.92	2.66	2.46	2.33	2.27	2.32	2.27
14	4.42	4.03	3.65	3.29	2.97	2.68	2.43	2.24	2.11	2.04	2.07	2.02
15	4.12	3.75	3.39	3.06	2.75	2.48	2.24	2.05	1.92	1.85	1.87	1.82
16	3.86	3.51	3.17	2.86	2.56	2.30	2.08	1.90	1.77	1.69	1.70	1.66
17	3.63	3.30	2.98	2.68	2.40	2.15	1.94	1.76	1.63	1.56	1.55	1.51
18	3.43	3.11	2.81	2.52	2.26	2.02	1.81	1.64	1.52	1.44	1.43	1.39
19	3.25	2.95	2.66	2.39	2.13	1.90	1.71	1.54	1.42	1.34	1.32	1.29
20	3.08	2.80	2.52	2.26	2.02	1.80	1.61	1.45	1.33	1.26	1.23	1.20
21	2.94	2.67	2.40	2.15	1.92	1.71	1.53	1.37	1.26	1.18	1.16	1.13
22	2.81	2.55	2.29	2.05	1.83	1.63	1.45	1.30	1.19	1.11	1.09	1.06
23	2.69	2.44	2.20	1.97	1.75	1.56	1.39	1.24	1.13	1.06	1.03	1.00
24	2.58	2.34	2.10	1.88	1.68	1.49	1.32	1.19	1.08	1.00	0.97	0.95
25	2.48	2.25	2.02	1.81	1.61	1.43	1.27	1.14	1.03	0.96	0.93	0.90
26	2.42	2.19	1.97	1.76	1.57	1.39	1.23	1.10	0.99	0.92	0.89	0.86
27	2.30	2.08	1.88	1.68	1.49	1.32	1.17	1.05	0.95	0.88	0.85	0.82
28	2.22	2.01	1.81	1.62	1.44	1.28	1.13	1.01	0.91	0.84	0.81	0.79
29	2.14	1.94	1.75	1.56	1.39	1.23	1.09	0.97	0.88	0.81	0.78	0.76
30	2.07	1.88	1.69	1.51	1.34	1.19	1.05	0.94	0.85	0.78	0.75	0.73
31	2.01	1.82	1.64	1.46	1.30	1.15	1.02	0.91	0.82	0.75	0.73	0.71
32	1.95	1.76	1.59	1.42	1.26	1.12	0.99	0.88	0.79	0.73	0.70	0.68
33	1.89	1.71	1.54	1.38	1.22	1.08	0.96	0.85	0.77	0.71	0.68	0.66
34	1.83	1.66	1.49	1.34	1.19	1.05	0.93	0.83	0.74	0.68	0.66	0.64
35	1.78	1.61	1.45	1.30	1.15	1.02	0.90	0.80	0.72	0.66	0.64	0.62
36	1.73	1.57	1.41	1.26	1.12	0.99	0.88	0.78	0.70	0.64	0.62	0.60
37	1.68	1.53	1.37	1.23	1.09	0.96	0.85	0.76	0.68	0.63	0.60	0.58
38	1.64	1.49	1.34	1.19	1.06	0.94	0.83	0.74	0.66	0.61	0.58	0.57
39	1.60	1.45	1.30	1.16	1.03	0.91	0.81	0.72	0.65	0.59	0.57	0.55
40	1.56	1.41	1.27	1.13	1.01	0.89	0.79	0.70	0.63	0.58	0.55	0.54

1ENV028F1.1
7/23/2002
7/23/2002

CALTRANS DIVISION OF
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1
EMFAC7F1.1

TIME RATE ADJUSTMENT BAGS 1 & 3 EMFAC7F1.1 RATES AS OF 1/25/94
Oasis Project - Worker Commutes

YEAR: 2003	DEWPOINT: 10	% COLD STARTS	100.0	% LDA	70.0	% LDT	30.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	0.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB	0.0			% MCY	0.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: OXIDES OF NITROGEN

IN GRAMS PER MILE

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT											
	30	35	40	45	50	55	60	65	70	75	80	85
IDLE*	0.33	0.33	0.33	0.32	0.31	0.30	0.28	0.27	0.26	0.25	0.24	0.24
3	6.61	6.60	6.50	6.35	6.15	5.92	5.68	5.44	5.21	5.02	4.88	4.81
4	5.15	5.13	5.06	4.93	4.78	4.60	4.41	4.22	4.05	3.90	3.80	3.74
5	4.26	4.24	4.18	4.07	3.94	3.80	3.64	3.48	3.34	3.22	3.14	3.09
6	3.66	3.64	3.58	3.49	3.38	3.25	3.12	2.99	2.86	2.76	2.69	2.65
7	3.22	3.20	3.15	3.07	2.97	2.86	2.74	2.62	2.52	2.43	2.36	2.33
8	2.88	2.86	2.82	2.74	2.66	2.55	2.45	2.34	2.25	2.17	2.11	2.09
9	2.61	2.60	2.55	2.49	2.41	2.31	2.22	2.12	2.04	1.97	1.92	1.89
10	2.39	2.38	2.34	2.28	2.20	2.12	2.03	1.94	1.87	1.80	1.75	1.73
11	2.21	2.20	2.16	2.10	2.03	1.96	1.87	1.79	1.72	1.66	1.62	1.60
12	2.06	2.04	2.01	1.96	1.89	1.82	1.74	1.67	1.60	1.54	1.51	1.49
13	1.92	1.91	1.88	1.83	1.77	1.70	1.63	1.56	1.50	1.44	1.41	1.39
14	1.81	1.79	1.76	1.72	1.66	1.59	1.53	1.46	1.40	1.35	1.32	1.31
15	1.70	1.69	1.66	1.62	1.56	1.50	1.44	1.38	1.32	1.28	1.25	1.23
16	1.61	1.60	1.57	1.53	1.48	1.42	1.36	1.30	1.25	1.21	1.18	1.16
17	1.53	1.52	1.49	1.45	1.40	1.35	1.29	1.24	1.19	1.15	1.12	1.11
18	1.46	1.45	1.42	1.38	1.34	1.28	1.23	1.18	1.13	1.09	1.06	1.05
19	1.39	1.38	1.36	1.32	1.27	1.23	1.17	1.12	1.08	1.04	1.02	1.00
20	1.33	1.32	1.30	1.26	1.22	1.17	1.12	1.08	1.03	0.99	0.97	0.96
21	1.28	1.27	1.24	1.21	1.17	1.12	1.08	1.03	0.99	0.95	0.93	0.92
22	1.23	1.22	1.20	1.16	1.12	1.08	1.04	0.99	0.95	0.92	0.90	0.89
23	1.18	1.17	1.15	1.12	1.08	1.04	1.00	0.96	0.92	0.89	0.86	0.85
24	1.14	1.13	1.11	1.08	1.05	1.01	0.96	0.92	0.89	0.86	0.83	0.83
25	1.11	1.10	1.08	1.05	1.01	0.97	0.93	0.89	0.86	0.83	0.81	0.80
26	1.08	1.07	1.05	1.02	0.99	0.95	0.91	0.87	0.83	0.81	0.79	0.78
27	1.05	1.04	1.02	0.99	0.96	0.92	0.88	0.84	0.81	0.78	0.76	0.75
28	1.02	1.01	0.99	0.96	0.93	0.89	0.86	0.82	0.79	0.76	0.74	0.73
29	1.00	0.99	0.97	0.94	0.91	0.87	0.84	0.80	0.77	0.74	0.72	0.72
30	0.97	0.97	0.95	0.92	0.89	0.85	0.82	0.78	0.75	0.73	0.71	0.70
31	0.96	0.95	0.93	0.90	0.87	0.84	0.80	0.77	0.74	0.71	0.70	0.69
32	0.94	0.93	0.91	0.89	0.86	0.82	0.79	0.76	0.73	0.70	0.68	0.68
33	0.93	0.92	0.90	0.87	0.84	0.81	0.78	0.74	0.71	0.69	0.67	0.67
34	0.92	0.91	0.89	0.86	0.83	0.80	0.77	0.73	0.71	0.68	0.67	0.66
35	0.91	0.90	0.88	0.86	0.83	0.79	0.76	0.72	0.69	0.67	0.66	0.65
36	0.90	0.89	0.87	0.85	0.82	0.79	0.75	0.72	0.69	0.67	0.65	0.65
37	0.90	0.89	0.87	0.84	0.81	0.78	0.75	0.72	0.69	0.67	0.65	0.64
38	0.89	0.88	0.87	0.84	0.81	0.78	0.75	0.71	0.69	0.66	0.65	0.64
39	0.89	0.88	0.87	0.84	0.81	0.78	0.74	0.71	0.68	0.66	0.65	0.64
40	0.89	0.88	0.87	0.84	0.81	0.78	0.74	0.71	0.68	0.66	0.65	0.64

7/23/2002

RUN DATES: ENV028F1.1

EMFAC7F1.1

EMFAC7F1.1 RATES AS OF 1/25/94
Oasis Project - Worker Commutes

% COLD STARTS	100.0
% HOT STARTS	0.0
% HOT STAB	0.0

2	LDA	70.0
2	UBD	0.0

% LDT	30.0
% HDG	0.0
% MCY	0.0

% MDT	0.0
% HDD	0.0

POLLUTANT NAME: EXHAUST PARTICULATES

IN GRAMS PER MILE

[illegible]

1ENV028F1.1

7/23/2002

7/23/2002

CALTRANS DIVISION OF
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1

EMFAC7F1.1

EMFAC7F1.1 RATES AS OF 1/25/94

TIME RATE ADJUSTMENT BAGS 1 & 3

Oasis Project - Worker Commutes

YEAR: 2003	DEWPOINT: 10	% COLD STARTS	100.0	% LDA	70.0	% LDT	30.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	0.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB	0.0			% MCY	0.0		

TABLE 5: TRIP END HOT SOAK EMISSION RATES (TOG OR ROG) IN GRAMS PER TRIP

TEMPERATURE IN DEGREES FAHRENHEIT											
30	35	40	45	50	55	60	65	70	75	80	85
0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.68	0.73	0.82

TABLE 6: NON TRIP RELATED EMISSIONS

COMPOSITE MULTIDAY DIURNAL EMISSION RATE (TOG OR ROG): 0.58 GRAMS PER VEHICLE DAY

COMPOSITE SINGLE DAY DIURNAL EMISSION RATE (TOG OR ROG): 0.53 GRAMS PER HOUR

COMPOSITE MULTIDAY RESTING LOSS EMISSION RATE (TOG OR ROG): 0.31 GRAMS PER VEHICLE DAY

COMPOSITE SINGLE DAY RESTING LOSS EMISSION RATES (TOG OR ROG) IN GRAMS PER HOUR

TEMPERATURE IN DEGREES FAHRENHEIT											
30	35	40	45	50	55	60	65	70	75	80	85
0.04	0.05	0.05	0.06	0.07	0.07	0.08	0.09	0.09	0.10	0.11	0.12

Total Regional Emissions

	CO	ROC	NOx	PM10	SOx
Stationary Sources	0.008	0.002	0.048	0	0
Mobile Sources	4.77	0.48	0.39	0.21	0
Total	4.78	0.48	0.44	0.21	
SCAQMD Thresholds	550	55	55	150	150
Over/(Under) Thresholds	(545.2)	(54.5)	(54.6)	(149.8)	(150.0)

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\OASIS.urb
 Project Name: King Drew Medical Center OASIS Project
 Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	0.00	0.04	0.02	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	0.48	0.39	4.77	0.21	0.00
TOTALS (ppd, mitigated)	0.48	0.39	4.77	0.21	0.00

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\OASIS.urb
Project Name: King Drew Medical Center OASIS Project
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	0.00	0.04	0.02	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	0.40	0.58	4.61	0.21	0.00
TOTALS (ppd, mitigated)	0.40	0.58	4.61	0.21	0.00

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\OASIS.urb
 Project Name: King Drew Medical Center OASIS Project
 Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	0.00	0.04	0.02	0.00	-
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.00	0.04	0.02	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Medical office building	0.40	0.58	4.61	0.21	0.00
TOTAL EMISSIONS (lbs/day)	0.40	0.58	4.61	0.21	0.00

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	5.06 trips / 1000 sq. ft.	6.00	30.36

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Medical office building	7.0	3.5	89.5
-------------------------	-----	-----	------

anges made to the default values for Area

ie wood stove option switch changed from on to off.
ie fireplace option switch changed from on to off.
ie landscape option switch changed from on to off.
ie consumer products option switch changed from on to off.
ie area souce mitigation measure option switch changed from on to off.
anges made to the default values for Operations

ie pass by trips option switch changed from on to off.
ie operational emission year changed from 2002 to 2003.
ie operational winter selection item changed from 3 to 2.
he operational summer selection item changed from 8 to 7.
he travel mode environment settings changed from both to: none



By _____ Date _____ Client _____

Sheet No. _____ Of _____

Checked _____

Date _____

Job _____

Job No. _____

DREN MEDICAL CTR OASIS PROJECT

6,000 sq' modular
medical clinic

$$ADT = 36.13 \times 6 = 217 \text{ trips}$$

$$AM \text{ PK HR} = 2.43 \times 6 = 15 \text{ trips (12 in - 3 out)}$$

$$PM \text{ PK HR} = 7.66 \times 6 = 22 \text{ trips (6 in - 16 out)}$$

Based on Employees

$$ADT = 8.9 \times 30 = 267 \text{ trips}$$

$$AM \text{ PK HR} = 0.53 \times 30 = 16 \text{ trips}$$

$$PM \text{ PK HR} = 1.06 \times 30 = 32 \text{ trips}$$

- PEAK HOUR TRIP GENERATION IS MINOR - THIS IS A REDUCTION OF USE FROM ANOTHER AREA OF DREN MED. CTR. REDISTRIBUTION OF EXISTING TRIPS FROM AN EXISTING FACILITY.

SITE ACCESS SHOULD BE REVIEWED BY CITY/COUNTY TRAF.

ENGRG FOR ADEQUACY.

- PROJECT SHOULD PROVIDE PICK AS REQUESTED BY CITY/COUNTY CODE(S).

- THE PROJECT'S CLOSE PROXIMITY TO THE FIRE STATION MAY REQUIRE THE AGENCY TO REQUIRE A TRAF. STUDY. AS MAY OTHER COORDINATIONS NOT READILY APPARENT AT THIS PRELIMINARY REVIEW LEVEL.

APPENDIX B

MITIGATION MONITORING AND REPORTING PROGRAM For the King Drew Medical Center OASIS Project

MITIGATION MONITORING AND REPORTING PROGRAM KING DREW MEDICAL CENTER OASIS PROJECT

Section 21081.6 of the Public Resources Code, enacted by passage of AB 3180 (Cortese Bill), requires public agencies approving projects with significant environmental impacts to adopt a Mitigation Monitoring and Reporting Program. This objective of the program is to ensure that mitigation measures adopted to avoid or mitigate potentially significant environmental impacts identified in the Initial Study are implemented. Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring and reporting programs whenever approval of a project relies upon a mitigated negative declaration or an EIR. In accordance with these requirements, this mitigation monitoring and reporting program has been prepared to ensure that mitigation measures identified in this Initial Study/Mitigated Negative Declaration for the Proposed King Drew Medical Center OASIS Project, are implemented in an effective and timely manner, and that identified impacts are avoided or mitigated to a level of insignificance. This program provides a discussion of parties responsible for the mitigation program, and a detailed discussion of monitoring and reporting procedures for the mitigation.

A. Responsible Party

The County of Los Angeles Department of Health Services will be responsible for funding, implementing, and reporting of, the mitigation measures in this mitigation program. This agency will be responsible for construction management and oversight, and will ensure that mitigation measures are properly carried out by designated and qualified personnel.

B. Mitigation Requirements

A total of five mitigation measures are required for the project, based on the findings of the Initial Study and its associated Mitigated Negative Declaration. A description of the potentially significant impacts and specific mitigation measures are provided on Table A-1.

C. Schedule and Reporting Frequency

Monitoring of mitigation activities will be documented on a Mitigation Monitoring Report form (see Exhibit A). This form will be filled out by a designated representative of the County and submitted as scheduled to a designated agent of the County of Los Angeles Department of Health Services. Monitoring and completion of forms will be required during the project construction activities (as applicable).

Monitoring reports will be retained in the County of Los Angeles Department of Health Services project files and be available for inspection upon request. Completion of these forms will demonstrate and document compliance with Public Resources Code 21081.6.

Table A-2 provides a summary of the mitigation measures and associated scheduling and reporting requirements. The mitigation monitoring report form will be submitted to, and retained by, the County of Los Angeles Department of Health Services (report recipient).

Table A-1
Summary of Impact and Mitigation for the Proposed Project

Resource	Potentially Significant Impacts	Mit. No.	Mitigation Measures	Mitigation Responsibility
Noise	Construction noise levels may exceed local noise ordinance.	N-1	All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	County of Los Angeles Department of Health Services
		N-2	Stockpiling and vehicle staging areas shall be located away from the County Fire Station to the maximum extent feasible.	
		N-3	Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.	
Noise	Operational noise level due to mechanical equipment may occur.	N-4	Mechanical equipment to be used in the new structure should be acoustically engineered, incorporating mufflers, enclosures, parapets, etc., so that noise generated by these operations would not exceed the noise standard at nearby noise sensitive receivers. Machinery such as HVAC systems should be located away from the adjacent fire station to the maximum extent feasible to minimize any noise intrusion to the fire station.	County of Los Angeles Department of Health Services
Traffic	Result in inadequate emergency access.	T-1	Install no stopping anytime prohibitions on one side of Holmes Avenue between the cul-de-sac and 118 th Avenue.	County of Los Angeles Department of Health Services

Table A-2
Summary of Mitigation Scheduling and Reporting

Mit. No.	Mitigation Measure	Mitigation Procedure and Schedule	Frequency of Reporting	Report Recipient
N-1	Construction Methods and Scheduling to Reduce Noise	(1) Maintain all construction in proper operating condition and fitted with standard factory noise attenuation features. (2) Maintain all equipment to assure no additional noise due to worn or improperly maintained parts would occur.	Complete Mitigation Monitoring Report form monthly during construction phase. Submit report once construction is completed. Prepare a report of each event.	County of Los Angeles Department of Health Services
N-2	Construction Methods and Scheduling to Reduce Noise	(1) Stockpiling and vehicle staging areas shall be located away from the County Fire Station to the maximum extent feasible.	Complete Mitigation Monitoring Report form monthly during construction phase. Submit report once construction is completed. Prepare a report of each event.	County of Los Angeles Department of Health Services
N-3	Construction Methods and Scheduling to Reduce Noise	(1) Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations	Complete Mitigation Monitoring Report form monthly during construction phase. Submit report once construction is completed. Prepare a report of each event.	County of Los Angeles Department of Health Services
T-1	Construction and Operational Methods to Reduce impact related to inadequate emergency access.	(1) Install no stopping anytime prohibitions on one side of Holmes Avenue between the cul-de-sac and 118 th Avenue.	(1) Complete Mitigation Monitoring Report form monthly during construction phase. Submit report once construction is completed. (2) Los Angeles County Sheriff's Department will be responsible for patrolling the area and ticketing when violations occur.	County of Los Angeles Department of Health Services

EXHIBIT A
MITIGATION MONITORING REPORT FORM

MITIGATION MONITORING REPORT

SECTION 21081.6 PUBLIC RESOURCES CODE

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
LAC+USC MEDICAL CENTER
1200 NORTH STATE STREET
GENERAL HOSPITAL, ROOM 1112
LOS ANGELES, CA 90033

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Facility
King Drew Medical Center OASIS Clinic

Project
King Drew Medical Center OASIS Project

Location
**Located at the northeast corner of 120th Street
and Holmes Avenue, Willowbrook, CA**

File No.

Mitigation Measure No. _____
Mitigation Description:

Monitoring Frequency

Reporting Requirement

Remarks

The information contained in this report is an independent evaluation based on my personal observations and information provided to me. In accordance with Section 21081.6 of the California Public Resources Code, I hereby certify under penalty of perjury that the information contained herein is true and correct to the best of my knowledge.

Name of Person Completing Form _____ Title _____

Signature _____ Date Signed _____

Form Received by: _____ Signature: _____

Title: _____ Department/Division: _____ Date Rec'd: _____

Compliance Acceptance: ☐ Yes ☐ No

Date Rec'd by Report Recipient: _____

Monitoring Completed: ☐ Yes ☐ No

Date Completed: _____

Attach additional sheets if necessary.

mmr form (7/98)